

The Constitution.

Entered as second class matter at the Atlanta Postoffice, December 15, 1879.

ATLANTA, GA., MARCH 13, 1880.

It appears that the Georgia Central now has control of the Western and Atlantic railroad, from a special in another column. We had information a few days ago intimating that negotiations had been made in New York on this line. This will give great strength to the late combinations between the Georgia railroad, the Central, and Louisville and Nashville railroads, and it was on this information that we advised stockholders of our Georgia railroads to hold their stocks. It will certainly enhance the value of the stock in these roads, as it virtually gives them control of all of our Georgia roads.

The outrageous duty of 100 per cent on foreign salt was imposed and is now maintained to benefit the Syracuse salt works. It is admitted by the salt manufacturers at Syracuse that they can sell salt at six cents a bushel and make a fair profit. By taxing foreign salt, which is finer and more desirable, so that it is worth in New York about thirty cents a bushel, the Syracuse people have a fine thing of it. They can unmercifully squeeze the people in the price of an article of prime necessity. The ways and means committee should not uphold such a bare-faced monopoly.

Some people are inclined to be apprehensive of a sickly summer because we have had a mild winter, but any such fear is considered groundless by the best sanitarians in the land. Dr. Mitchell, of the national board of health, thinks the weather of this winter has promoted ventilation of houses and the oxidation of refuse organic matter. There is no danger of a return of yellow fever to Memphis, he thinks, unless the germs of the disease are imported from South America, where it is now prevailing, or from the West Indies, where it may soon become prevalent.

The statement that the French ministry intend to keep the Jesuits out of the schools without the help of article 7, is easily explained. An existing, but heretofore inoperative statute, deprives the members of the society of Jesus of all rights and pronounces them outlaws. In article 7 the Jesuits were not mentioned, but it forbade the employment as a teacher of any person belonging to a society forbidden by the law. Now that the ministry has suffered a defeat at the hands of the reactionists and a handful of moderate republicans, it declares that this old law shall be enforced, and the Jesuits driven where they cannot participate in the work of public education.

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The republicans of Pennsylvania, New York, Vermont, North Carolina, Maine and Indiana have acted. The indications now are that South Carolina will be the first state to select delegates to the democratic convention.

This political assessment bill is very carefully drawn to prohibit, not only government employees, but government contractors and persons having claims pending against the government, from making contributions for political purposes. The penalties include imprisonment and heavy fines. The bill is championed by Mr. Henderson of Indiana, and despite the dilatory tactics of the republicans, the democrats intend to push it to passage. It will come up from day to day as unfinished business, and will have preference over all other business unless the house should, by a majority vote, decide otherwise, which would be equivalent to asserting that the bill cannot pass. The vote on Thursday was 121 to 112. Messrs. Felt, of Georgia, and Aiken of North Carolina, voted with the republicans. There is no more important bill before the house.

Dr. Felton and Tariff Reform.

There is one portion of Dr. Felton's letter in regard to his action as a member of the ways and means committee, printed in *The Constitution* of Thursday, which, as we have already intimated, suggests serious comment. He has taken a position which is not only inconsistent with his own theories, but in direct conflict with the facts we understand. Dr. Felton's letter is called forth by some editorial remarks we felt called upon to make in connection with his vote in committee to postpone certain vital measures of tariff reform—among them, the proposition to reduce the duty on steel rails from 38 to 31.00 ton. Without questioning Dr. Felton's motives, we may be allowed to say that his position in regard to this necessary reform is altogether untenable. He says he voted on the postponement "because the issue was one between the railroads and the iron industries of this country." In all the arguments for and against the proposition we have never heard such an issue suggested. Will the member from the north kindly explain how and wherein the proposition to reduce the duty on steel rails to the iron industries of the country?

There are twelve steel rail firms in the United States. These twelve firms have formed themselves into a combination known as the Steel Rail Association. They do not enter into competition with each other, for the simple reason that if they were run to their capacity they could not supply more than half the demand for steel rails. With their combination they constitute a powerful monopoly which is now thriving and fattening upon the tax of 38 cents a ton, which must be paid by the railroads not only on the steel rails they import, but upon the rails they produce at home. It is the boast of the representatives and attorneys of this arrogant monopoly that the reduction of the duty would not materially increase the price, and that the demand for steel rails increasing all over the country we have no doubt this boast is to a certain extent true, but it is really an unanswerable argument in favor of the duty altogether. However, whether the reduction from 38 to 31.00 a ton would have the effect of immediately reducing the price of steel rails, it would enable our railroads to equip themselves at safety and speed at reasonable rates. At present prices, new railroads in the south and west, and the old roads in the south and west, are absolutely barred out of market. If prices are not reduced by a reduction of the duty, the southern railroads will be compelled to renew their iron equipments and it will be years before they can bring their lines up to the standard of speed, safety and cheapness that now prevails in the north and east. Upon one side of the question are the less powerful railroads and the people and upon the other the equipped railroads of the north and east and the steel rail monopoly.

"It was demonstrated," says Dr. Felton in his letter, "that the people would reap no benefit from this reduction in the duty of cheapening transportation." The doctor will pardon us if we are a little inquisitive just here. When, where, how, and by whom was it demonstrated that the reduction of the duty would not cheapen transportation? The language of Dr. Felton would lead one to believe that the experiment was tried, that the ways and means committee actually reduced the duty for a period of several days, and then, finding that there was not a corresponding reduction in freight rates and passenger fares, renewed the duty under the conviction that a fact had been demonstrated. Dr. Felton has used a very large word, and it is to be feared that he has used it unadvisedly. If there has been any demonstration at heretofore inoperative statute, deprives the members of the society of Jesus of all rights and pronounces them outlaws. In article 7 the Jesuits were not mentioned, but it forbade the employment as a teacher of any person belonging to a society forbidden by the law. Now that the ministry has suffered a defeat at the hands of the reactionists and a handful of moderate republicans, it declares that this old law shall be enforced, and the Jesuits driven where they cannot participate in the work of public education.

Severous Gousson and Groume have withdrawn their nominations pending for the appointment of a select committee to consider the subject of an interoceanic canal. The whole matter will doubtless go in the senate to the committee on foreign relations, of which Senator Eaton is chairman. This is as it should be. The house has a special committee, and there are therefore sufficient opportunities for throwing difficulties in the way of the people of Europe who desire to dig a ditch at their own expense chiefly for the benefit of the people of this country. We present in another column this morning Secretary Evans's explanation of the treaty obligations of this government touching the subject. It is good reading and good law.

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SCHEDULE OF JUST AND REASONABLE RATES
Of Charges for the transportation of Passengers, and Freights and Cais, made by the Railroad Commission, in conformity with the Act of October 14, 1879, to be observed by each of the Railroad Corporations doing business in this State, on any Railroad used, a copy to be posted by each Railroad Company at each of its Stations.

PROCEEDINGS BEFORE THE COMMISSION. All complaints made to the Railroad Commission of alleged grievances, must plainly and distinctly set forth the grounds of complaint; and if more than one, the several grounds, the items being numbered, and objections all set forth in writing. In like manner all defenses must distinctly set forth in writing, and the items numbered as above.

These specifications, whether of complaint or defense, may be accompanied, if the parties desire, by any explanation or argument, or by any suggestion as to the proper remedy or policy. The parties may also be heard in person or by attorney, if they desire, upon such written statement being first filed.

PASSENGER TARIFF.

For Passengers with baggage, not weighing over 100 pounds, the rate per mile shall not exceed the following, viz:

For Passengers	With Ticket.	Without Ticket.
Under 12 and not over 5 years.	4 cents.	4 cents.
12 years and over.	2 cents.	2 cents.

Provided, That a railroad may charge 25 cents as a minimum full rate, and 15 cents for half rate, when the fare would be less than these amounts.

No more than the lowest rate specified shall be charged when the Ticket Office shall not have been opened at a reasonable time before the departure of the train from the station. When the passenger has been collected 5 or 10, the nearest sum so ending shall be the fare. Example: for 27 cents collect 30; for 28 cents collect 30.

Tickets on sale at any office in a city must be kept on sale at the Depot Ticket Office at less, and for distances over 100 miles shall not exceed the rate of one cent per mile for each berth.

FREIGHT TARIFF.

ANY QUANTITY.									
Per 100 Pounds.									
1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
100	90	80	70	60	50	40	30	20	10
110	100	90	80	70	60	50	40	30	20
120	110	100	90	80	70	60	50	40	30
130	120	110	100	90	80	70	60	50	40
140	130	120	110	100	90	80	70	60	50
150	140	130	120	110	100	90	80	70	60
160	150	140	130	120	110	100	90	80	70
170	160	150	140	130	120	110	100	90	80
180	170	160	150	140	130	120	110	100	90
190	180	170	160	150	140	130	120	110	100
200	190	180	170	160	150	140	130	120	110
210	200	190	180	170	160	150	140	130	120
220	210	200	190	180	170	160	150	140	130
230	220	210	200	190	180	170	160	150	140
240	230	220	210	200	190	180	170	160	150
250	240	230	220	210	200	190	180	170	160
260	250	240	230	220	210	200	190	180	170
270	260	250	240	230	220	210	200	190	180
280	270	260	250	240	230	220	210	200	190
290	280	270	260	250	240	230	220	210	200
300	290	280	270	260	250	240	230	220	210
310	300	290	280	270	260	250	240	230	220
320	310	300	290	280	270	260	250	240	230
330	320	310	300	290	280	270	260	250	240
340	330	320	310	300	290	280	270	260	250
350	340	330	320	310	300	290	280	270	260

INSTRUCTIONS.—In the "Classification," opposite the name of the article of freight, is the class to which it belongs. In the "Freight Table," under the class, opposite the name of the article, is the rate for 100 miles. In the "Freight Table," under the class, opposite the name of the article, is the rate for 100 miles. In the "Freight Table," under the class, opposite the name of the article, is the rate for 100 miles.

1. All connecting railroads, which are under the management and control by lease, ownership or otherwise, of one and the same company, shall, in applying this tariff, be considered as constituting but one and the same road, and the rates shall be computed as if for a single line.

2. DISTANCES.—When a separate rate cannot be conveniently given for every possible distance, the law authorizes the Commission to ascertain what shall be the limits of longer and shorter distances, and 10 miles has accordingly been fixed as the usual limit for a change of rates.

3. The rates for distances not more than 10 miles may be grouped at same rate. Intermediate distances, rates also intermediate, between those given in the Table. Thus: For 95 miles first class goods the charge for 100 miles, and for 105 miles, the charge for 100 miles; but in no case shall the charge for 100 miles be less than the charge for 95 miles.

4. Each railroad company shall make a "Table of Distances," between all its respective stations, by name, which shall be posted and transmitted by the railroads. They may carry, however, at less than the prescribed rates, which shall not be for one person, they shall for the service carry, at less than the prescribed rates, which shall not be for one person, they shall for the service carry, at less than the prescribed rates, which shall not be for one person.

5. REGULATIONS CONCERNING RATES.—The rates prescribed by the Commission are maximum rates, which shall not be for one person, they shall for the service carry, at less than the prescribed rates, which shall not be for one person, they shall for the service carry, at less than the prescribed rates, which shall not be for one person.

6. When any reduction of rates is made, immediate notice of the same shall be given to the Railroad Commission; and the reduced rates shall be in force from the date of such notice, and in no case shall be charged for a lower rate than that which was in force immediately prior to the reduction.

7. The rates charged by Express Companies may be double that for similar service by ordinary freight trains. Both railroad and express companies may charge for a single shipment 25 cents as a minimum rate, notwithstanding the rate by the Table may be less than that sum.

8. No railroad company shall, by reason of any contract with any Express or other company, decline or refuse to act as common carrier, in transport any article proper for transportation by the train for which it is offered.

9. The rates charged by Express Companies may be double that for similar service by ordinary freight trains. Both railroad and express companies may charge for a single shipment 25 cents as a minimum rate, notwithstanding the rate by the Table may be less than that sum.

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